

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c. and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
**HONGKONG WEEKLY
PRESS.**
with which is incorporated the
CHINA OVERLAND TRADE RECORD.
Subscription, paid in advance, \$12
per annum. Postage to any part of
the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

THE
DIRECTORY & CHRONICLE
FOR 1906.
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Small ... 6.00
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to the Local Booksellers

No. 15,155. 號五十五百一千五萬一第 日一十二月九年二十三緒光 HONGKONG, WEDNESDAY, NOVEMBER 7th, 1906. 三拜禮 號七月一十年六零百九千一英港幣 PRICE, \$3 PER MONTH.

WATSON'S
BLEND
VERY OLD LIQUEUR
SCOTCH WHISKY.
Pronounced by Connoisseurs to be the
BEST BRAND IN THE FAR EAST.
PER DOZ. ... \$15.00
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LIMITED.
WINE AND SPIRIT MERCHANTS.
[a1180]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
1. Casks 375 lbs. net \$4.50 per cask ex Factory.
In Bags 250 lbs. net \$2.70 per bag ex Factory.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 3rd October, 1906. [a1223]

A TACK & CO.,
26, DES VOUX ROAD CENTRAL.

HAVE Just Unpacked a large Assortment
of Ladies' and Gents'.
BOOTS AND SHOES:
Also
SHIRTINGS, FLANNELS and SUITINGS
OF THE LATEST DESIGNS.
Prices Very Moderate.

Inspection of our New Stock of Goods is
respectfully Solicited.
Hongkong, 28th September, 1906. [a39]

ANNUAL CLEARANCE SALE.
FROM 1st till 30th NOVEMBER.
CHINESE, JAPANESE AND INDIAN
SILKS, CRAPES, CANTON LINEN,
EMBROIDERIES, SHAWLS, LACES,
CARPETS, RUGS, DRAPERY, FANCY
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Kindly note that the above Articles are suitable
for presents for Christmas and New Year.
Inspection earnestly solicited.
D. CHELLARAM,
2, D'AGUIAR STREET.
Hongkong, 1st November, 1906. [a203]

NEWLY OPENED HARDWOOD STORE.
WING MOW LUNG,
82, Wing Lok Street, 2nd Floor.
JUST ARRIVED.
HARDWOOD and TEAKWOOD
of all kinds.
Prices exceptionally Cheap. Inspection
earnestly solicited.
Hongkong, 18th October, 1906. [1393]

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WAYS COMPANY, LIMITED.
IN LIQUIDATION.

TIME TABLE
WEEK DAYS.
7.00 a.m. to 9.30 a.m. ... Every 10 minutes.
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1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.
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8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.,
every 4 hours.
Extra cars at 11.30 p.m. and 11.45 p.m.
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8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.
8.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
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11.15 p.m., every half hour.
SPECIAL CARS by arrangement at the Com-
pany's Office, Alexandra Buildings, Des Vaux
Road Central.
JOHN D. HUMPHREYS & SON,
Liquidators.
Hongkong, 27th August, 1906. [1824]

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G. DE PERINDORGE
DIPLOMA: PARIS.
LATEST IMPROVEMENTS, INCLUDING
PORCELAIN FILLINGS.
HOTEL MANSIONS,
PEDDER STREET
[a158]

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HAIG & HAIG, LD., DISTILLERS SINCE 1679.
3 Star, SPECIAL—The finest of all "Pog" WHISKIES at ... \$13.00
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.00
Step drinking rack, Smoky Stuff, because "it comes through the Soda."
Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor.
Once tried, preferred to all others. Sole Agents for Hongkong
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WE ARE NOW SHOWING
SPECIAL LINES OF
THIN TWEEDS & FLANNELS
FOR EARLY AUTUMN WEAR
PRICE \$35 THE SUIT.

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Hongkong, 1st August, 1906. [a33]

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THE LEADING MINERAL WATER OF THE EAST.

THE HIRANO MINERAL WATER CO., LD., KOBE.

AGENTS: F. BLACKHEAD & CO.

Hongkong, 18th August, 1906. [1588]

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WE BEG TO ANNOUNCE THAT, in consequence of the
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Instead of the Five per cent (5%) hitherto given.

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15, QUEEN'S ROAD CENTRAL.

Hongkong, 3rd November, 1906. [a34]

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112 **S. TANAKA, Manager, Hongkong.**

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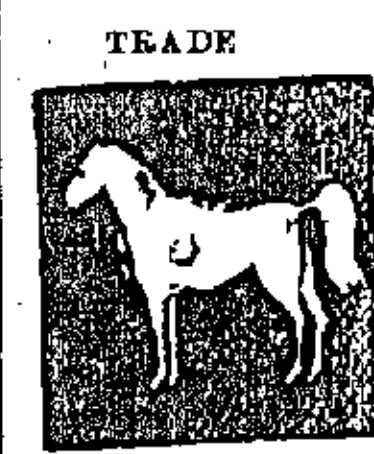
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[a31]



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THE UNRIVALLED SCOTCH WHISKY

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PRICE: 50 CENTS EACH, CASH.

Hongkong, 6th November, 1906.

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OUR New Patent Low Set Express Cushions can be fitted to any BILLIARD TABLE
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BEST AFRICAN IVORY BILLIARD BALLS
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WEST OF ENGLAND BILLIARD CLOTHS A SPECIALITY.

WE HOLD THE LARGEST STOCK OF BILLIARD TABLES, ACCESSORIES
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be had on application from the Offices of this paper.

JOHN ROBERTS & CO., LD.

BILLIARD TABLE MAKERS AND IVORY TURNERS,
BOMBAY.

Hongkong, 6th April, 1904.

[788-2]

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FIRST-CLASS AND UP-TO-DATE.

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163 Bedrooms
Elegantly furnished Reception Rooms
Private Bar and Billiard Rooms for Hotel
Residents
Hydraulic Lifts to each Floor
Electric Lighting and Fans
Every Comfort
Ladies' Afternoon Tea Rooms
Ladies' Dressing Rooms
Matron in attendance
CHARGES MODERATE, AND NO EXTRAS
[a40] **H. HAYNES, Manager.**

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A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hotel at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 24th July, 1905. [a165]

NOTICE.

NEW KINGSCLEIRE will be Opened as
a PRIVATE HOTEL on December
1st next. Plans of the above House together
with all Particulars can be seen any day be-
tween 2 p.m. and 7 p.m. on and after the 22nd
instant.
Apply—
Mrs. G. SACHSE,
St. George's House,
Hongkong, 15th October, 1906. [1917]

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(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO,

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management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days' rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
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Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Houan*) daily to and from
Hongkong, and two steamers to and from Can-
ton, give easy communication with both these
centres.
Cable Address: "BOA VISTA."
For Terms, apply
a221 **THE MANAGER.**

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On the British Concession.

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MACAO, CHINA.

In the Centre of the Praya Grande.

Both Hotels under experienced European
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Every Comfort and Convenience for Resident
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WM. FARMER
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a1662

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FIRST-CLASS BOARD & RESIDENCE

AT

"BRAESIDE."

A LARGE AND COMMODIOUS
RESIDENCE standing in its own
grounds, with Tennis Courts, Good Dining and
Reception Rooms, Large Airy and Well
Furnished Bedrooms, every home comfort. Fine
View of the Harbour; Terms moderate.
Apply to—
"Braeside," 20, Macdonnell Road
(late of "Taung Yau").
Hongkong, 27th June, 1905. [43]

BOARD AND RESIDENCE.

OFFERED in WELL APPOINTED
HOUSE, Fine View, every Comfort.
Large Verandah Upper Level.
Apply to—
Care of "Daily Press" Office.
Hongkong, 18th October, 1906. [1398]

BOARD AND RESIDENCE.

MRS. GILLANDERS
"GLENWOOD,"
27, CAINE ROAD.
Hongkong, 20th September 1905. [1751]

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of *Daily Press* are on
sale daily at Mr. H. LUTONJEE'S
KOWLOON STORE, No. 36, Elgin Road &
Mr. AH YAU'S FERRY WHARF STALL.
Hongkong, 22nd December, 1905.

INTIMATION.

A. S. WATSON & CO.
LIMITED.

ERATED
WATER
MANUFACTURERS.

WE RECOMMEND OUR CUSTOMER
TO TRY OUR TWO LATEST
PRODUCTIONS

DRY GINGER ALE

LIME FRUIT
CHAMPAGNE

SAMPLE BOTTLES WHICH CAN BE OBTAINED
BY OUR REGULAR CUSTOMERS
FREE OF COST.

Both are equally suitable for consumption
during the Winter or Summer Months, and
are Superior in Quality and general get up to
anything that has hitherto been put on this
Market.

PRICES:

DRY GINGER ALE \$2.20 Per Doz.
LIME FRUIT CHAMPAGNE 2.20

\$1.20 Per Doz. allowed for all bottles returned
in good condition.

A. S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1841.

Hongkong, 2nd November, 1906. [30]

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Only communications relating to the news columns
should be addressed to THE EDITOR.
Correspondents must forward their names and ad-
dresses with communications addressed to the Editor,
not for publication but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.
No anonymously signed communications that have
already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be
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hour the supply is limited. Only supplied for Cash.
Telegraphic Address: Pusan, Code: A.S.W. 4th Ed
Lieboer.
P.O. Box, 38. Telephone No. 12

BIRTHS.

On October 20th, at Canton, the wife of V. R.
Eckford, of a son.
On October 27th, the wife of G. A. Tisdall,
Russia-Chinese Bank, Newchwang, of a son.
MARRIAGE.
On October 31st, at Shanghai, Louise Edgar
Canning, of ELIZABETH MARY (Sister) Birt.

HONGKONG OFFICE: 10A, DES VUEX ROAD, C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 7TH, 1906.

In the recent statements by Mr. PUTNAM
WEALE as to the condition of affairs in the
Russian Far East cannot be accepted by all
with absolute confidence—and he has his
critics—confirmation of a wholesale nature
has lately been provided by the Russian
newspaper *Novoe Vremya*, which no one can
expect to be troubled with either pro-Japanese
or anti-Slav tendencies. In a recent leading
article, it made statements almost identical
with many of those we lately quoted as
emanating from the brilliant author of the
"Reshaping of the Far East." Trade and
manufacture in the Primorski region is,
our Russian contemporary has stated,
absolutely undeveloped, so far as Europeans
understand the term. Its undoubted natural
riches are practically untouched, and the
country remains almost in its primitive
condition. In fact, the *Novoe Vremya*
admits, "during all the time that it has
had control of the Primorski region, our
Government has made no serious attempt
to colonize it and to increase its material
prosperity. On the contrary European
Russia continued up to 1900 to send thither
the refuse of its criminal population—hardly
a good method of raising the intellectual
and economical level of the country. Its
commercial policy was characterized by
routine, and by a complete ignorance of

local conditions, thanks to which the
Government continually swung from a high
tariff to free trade and up to the present it
has not made up its mind as to which of
these systems it shall adopt. This want of
decision on the part of the Government has,
of course, a bad effect on local trade and
commerce." Mr. WEALE concluded that
Russia had no Far Eastern policy at all at
present. The domestic disorder in European
Russia had distracted the over-sight of
interests so far away, and local jealousies,
coupled with a general pessimism among
the disheartened officials on the spot, were
against any consistent attempts at govern-
ing and developing these rich regions
which Russia has annexed but never
yet assimilated. The translation of the
Russian comments referred to indicates
that there is, however, more than
one policy, and the writer proceeds to
discuss a question closely affecting the
commercial interests of these parts. It
appears that notwithstanding the pressure
of graver affairs at home, the Far East has
not been overlooked at St. Petersburg,
which indeed we might have fairly assumed
from the evident control maintained by the
bureaucracy over the powers of the Minister
at Peking, who finds himself much in the
same situation as some of our Colonial
Governments have lately done under a
Colonial Office that on least on the energetic
assistance of a Winston Churchill. A
special commission has been sitting at the
Russian Ministry of Trade and Commerce
to consider the to be or not to be of main-
taining in peace the free-trade policy
considered desirable during the war. The
Novoe Vremya is for free-ports, arguing
that as there is at present no local industry
to protect, protective tariffs will merely
check the development that is so desirable
and necessary. It might be helpful once
that development gets a fair start, but
neither before the birth of industry, nor
after it reaches robustness, can our con-
temporaries see that protective tariffs at
Machuria or Siberian ports would be
anything but harmful. It says protection
only does harm to a sufficiently developed
industry, for "it tends artificially to raise
the price of all products, making the cost
of living greater and at the same time
depriving traders of an invaluable impulse
towards improved production. In this
excess of protection lives the old sin of our
bureaucracy, a sin which has cost the
country very dear." Fiscal revenue ought to
occupy the secondary place. Experience has
shown that Siberian producers need cheap
materials from abroad; manufacturers of
matches, soap, &c., are continually asking
the Ministry of Finance for rebates
on indispensable materials imported
from abroad. The *Novoe Vremya*, vainly
we fear, tries to allay the doubts of the
Moscow and Litz manufacturers, who dread
foreign competition. It avers that under
free trade Russian goods held their own
against foreign; and that the latter actually
entered more freely when a tariff barrier
was erected. There we fancy the Russian
journal has been misled by studying values
instead of quantities, for the foreign
imports it quotes are expressed in rouble
terms, 3,772,572 roubles' worth in 1900,
6,470,561 roubles in 1901, and 10,999,004
roubles in 1902. Then also, the increase
of smuggling caused by the high tariffs was
bound to affect the imports from European
Russia, which in the same years dropped in
value from fifty-seven millions to thirty-
eight millions. "In any case," concludes
our contemporary, "the interests of the
local population should be considered before
these subsidy and rebate-fuel manu-
facturers at home." Other merchants who
wish to introduce their goods at southern
ports will prefer that Vladivostok should
go back to protection.

According to a Tokyo despatch, the Nippon
Yusen Kaisha intends opening a service between
Yokohama and New York, via the Suez Canal.
The dispatch states that the six vessels now
employed in the European service are to be
transferred to the New York line, and their
places taken by six new steamers of 8,000 tons
each.

A college for forestry will be established, says
the *Japan Herald*, at Mukden with Prof.
Imagawa as President. It has been promoted
by Mr. Kojima, Director of the Lumber Office
at Mukden, for the promotion of lumber
industry on the Yalu, and seconded by influential
Chinese, the Tartar-General of Mukden having
promised to subscribe 150,000 yen towards its
fund.

Another successful organ recital was given
by Mr. Emma Fuller in St. John's Cathedral
last evening before a fair attendance of music
lovers. The organist's interpretation of the
several works of the masters was sympathetic
and artistic. The audience cordially greeted
the Rev. Mr. Longridge for his two solos, and
Master McKevey used a pleasing voice to
perfection in the solo "Angels ever bright
and fair." The programme, (which was
published yesterday), was thoroughly enjoyed.

Mr. Shaw, Secretary for the U.S. Treasury,
has issued a circular to the public, stating that
he will for some time discontinue making
deposits of gold bullion, in order to facilitate
the importation of gold, which had been checked
owing to the rise in the Bank of England
discount rate. His prompt action in this
respect has caused a great stimulation in the
circulation of bank notes, and it is believed a
critical situation has been avoided. The New
York money market has studied somewhat
since the action of Mr. Shaw.

It is reported from Peking that in deference to
the strong hostile feeling expressed by people in
the North on the subject, the Waiwup has
sent instructions to H.E. Wang Tachai, Chinese
Minister to the Court of St. James, to protest
against the recent legislation of the Transvaal
Colonial authorities requiring all Chinese work-
ing on the Rand and other parts of the Trans-
vaal Colony to be registered and their measure-
ments taken according to the British system.
"As if these subjects of the Imperial Govern-
ment of China were so many criminals instead
of being honest, humble labourers, working for
a living away from home."

A copy of the shipping journal *Pharos* has
been sent to us, in which that weekly organ
deals faithfully with a typical example of the
wild statements that were made at first with
regard to the Suez and Canadian Mail routes.
Having in its correspondence and leader
columns fully explained the misunderstanding
weeks ago, and showing clearly that the C.P.R.
while nobly bending its own previous record,
does not even profess to lower the remarkable
times achieved by the Suez mail lines, the
Daily Press need not go over the ground again.
It seems evident, however, that Mr. Piers,
the manager of the C.P.R., must have been
grossly misinformed by the Canadian papers.
He is very unlikely to have said that the fastest
time via Suez and overland was 35 days.
Thirteen years ago the P. & O. had reduced
the record to 21 days, as we reminded our
readers some time ago.

We are advised that the American Consulate
has received the following typhoon warning:—
"Manila Observatory 10 o'clock a.m. Cyclone
North Yapisland, Western Caroline. Direction
North unknown."

The Shell Company's tank-steamers *Volute*,
while conveying 5,000 tons of kerosene oil to
Hankow, stranded on October 27th about twenty
miles below Nanking. In reply to her signals
Captain Chiang Pih-kwang of the Imperial
Chinese cruiser *Haichi* went to the *Volute's*
assistance and endeavoured for nearly five hours
to tow her off. Eventually the *Haichi's* hawser
broke and she was obliged to proceed on her
way to Nanking, in order not to delay the
arrival of H. E. Viceroy Tuan Fang who was on
board. After leaving the new Viceroy at
Nanking, Captain Chiang Pih-kwang returned
to the stranded *Volute* and succeeded in refloa-
ting her. The steamer had apparently sustained
no damage and was able to continue her voyage
to Hankow. "he readily and prompt assis-
tance of the Chinese cruiser prevented the *Volute*
from remaining aground possibly for a consider-
able period, and it was felt, says the N.C.
Daily News, that thanks were due to H. E.
Viceroy Tuan Fang for his ready ascent to
the *Haichi* being delayed for some hours
during her first attempt to tow off the stranded
vessel.

Mr. F. X. d'Almeida e Castro appeared for
plaintiffs, and Mr. J. H. Gardner (of Mr. O.
D. Thomson's office) for defendants.
Mr. Almeida, in opening, said the plaintiff
firm carried on about three million dollars'
worth of business yearly, and required a con-
siderable number of boats. After the typhoon,
some of their cargo boats were damaged and the
firm employed a broker to arrange to hire
some. This man arranged with defendant on
terms of \$300 a month, and a deposit of \$100
was paid. While that was being paid the
defendant agreed with the plaintiffs that if he
did not deliver the cargo boat on the following
day he would pay \$100 as damages.

After hearing the evidence His Lordship
reserved judgment.

Four actions were brought against Cheong
Tsoi and Cheng Lai, partners in the Chau
Shing firm, in which the following firms sought
to recover the amounts hereafter stated:—The
In Ring Loong, \$84,33; the Wing Cheong
Loong, \$55,30; the Kwong Cheong Loong,
\$36,15; and the Kuo Cheong Loong, \$268,76.

Mr. Otto Kong Sing appeared for all the
plaintiffs, and Mr. Stevenson (of Messrs.
Denoon, Looker and Denoon) represented the
second defendant in each action.

Mr. Stevenson informed His Lordship he
was not prepared to defend as the two partners
had quarrelled, and he was unable to get them
together to find out whether the amounts
claimed were owing or not. He would there-
fore consent to judgment on behalf of the
second defendant.

His Lordship gave judgment and costs to the
plaintiffs in each action.

On Monday His Excellency the Governor had
the misfortune to be thrown from his pony while
playing polo on the Polo Ground. He fell on
his face, which was severely cut, but fortunately
he received no other injury. Yesterday it was
ascertained that although confined to his room
he was much better.

THE ROYAL HONGKONG GOLF
CLUB.

The monthly competition for the Captain's Cup
and May Cup were held at Happy Valley from
the 3rd to 5th November, 1906. The following
returns were made:—

CAPTAIN'S CUP.
+ Lt. R. M. Cross, R.G.A. 90 — 10 = 80
Mr. T. B. Norris 88 — 7 = 81
Hon. Mr. F. J. Bateley 91 — 10 = 81
Hon. Mr. W. J. Gresson 94 — 12 = 82
Mr. T. C. Gray 97 — 9 = 88

MAY CUP.
+ Mr. F. Paget Hett 100 — 18 = 82
Mr. P. Teeter 105 — 13 = 82
Major H. Broke, R.E. 100 — 17 = 83
Mr. J. R. Wood 105 — 18 = 87

POOL.
+ Lt. C. B. Davis, R.G.A. 85 — 4 = 79
Lt. R. M. Cross, R.G.A. 90 — 10 = 80
Mr. H. T. Butlerworth 93 — 12 = 81
E. J. Grist 83 — 1 = 82
Hon. Mr. W. J. Gresson 94 — 12 = 82
Mr. A. Brooke-Smith 93 — 9 = 84
Mr. T. C. Gray 97 — 9 = 88

+ Winner of Captain's Cup.
+ Tie for May Cup.
+ Winner of Pool.

The next competition, for the Robertson
Farwell Cup, will be held at Happy Valley from
the 10th to 12th November, 1906.

LATEST STEAMER MOVEMENTS.

The M.M. str. *Ernest Simons*, with the next
French mail, left Singapore on Monday, the
5th inst, at 4 p.m. for this port via Saigon.
The J.-C. str. *Tymahs* left Macassar
for this port on the 6th inst, and may be ex-
pected here on or about the 13th inst.
The str. *Lightning*, from Calcutta, left Singa-
pore on the 6th inst, a.m. and may be expected
here on or about the 11th inst.
The P. & O. str. *Peshawar* left Singapore for
this port on the 6th inst, at 10 a.m.

WIRELESS TELEGRAPHIC
CONVENTION.

London, November 4th.
The Wireless Telegraphic Convention has
been signed. It is understood that the
British Delegate is satisfied with the results
and believes that naval interests are fully
safeguarded.

THE BOROUGH ELECTIONS.

London, November 4th.
Mr. Balfour, in a speech in London, on
the Borough Council elections, said that the
results showed the country was beginning
to see through the "plutocratic pretences"
by which the Government obtained office.

N.C. Daily News Service.]

AMERICA AND JAPAN.

Tokyo, October 31st.
What may be termed the phase in the anti-
Japanese agitation in San Francisco which led
up to the boycott of Japanese restaurants is at
an end, but the Japanese students have peti-
tioned the Governor of California to protect
their school children against the outrages of
persons who regard them as outside the "pro-
tection of the law."

Tokyo, November 1st.
At President Roosevelt's urgent desire the
local authorities at San Francisco have with-
drawn the measures taken to secure the segre-
gation of Japanese school children. At the same
time they maintain that those measures were
based on local grounds and were in accordance
with the laws of the State of California.

Over a hundred Japanese children immediately
began to attend the American schools.
President Roosevelt has wired his thanks to
the Mayor of San Francisco and congratulated
him on the happy termination of the dispute.

MR. W. E. CRAIG'S DEATH.

ANOTHER CASE OF SUICIDE.
It is officially reported that the death of Mr.
W. E. Craig, of Messrs. Boiss and Co., which
was announced in our previous issue, was due
to suicide, by cutting his throat with a razor
in his bathroom. There was no apparent reason
for this rash act; from inquiries the police have
made, he was not in financial difficulties; and,
as we have already stated, he was on the eve of
a happy and long looked-for marriage. It is
thought that his attack of diphtheria must
have affected his brain. An inquest, however,
is to follow in due course.

POLICE COURT.

Tuesday, November 6th.
BEFORE MR. F. A. HAZELAND (FIRST
POLICE MAGISTRATE).

COMMITTING A NUISANCE.
The manager of Messrs. Price and Co.
proceeded against a native for committing an
obnoxious nuisance.
On hearing the evidence His Worship imposed
a fine of \$5, and warned defendant that if he
appeared again on a similar charge he would be
fined \$100.

BEFORE MR. C. D. MELBOURNE (SECOND
POLICE MAGISTRATE).

ANCHORING IN THE FAIRWAY.
The master of the s.s. *Nisim Maru* was fined
\$25 for anchoring his vessel in the central
fairway.

A DISORDERLY MARINE.
Considerable excitement prevailed in Queen's
Road Central on Monday night when a
marine from H.M.S. *Kat* took possession
of the roadway, flourishing a sword stick.
He refused to pay his risha hire, and
was creating such a commotion that the
police considered it advisable to arrest him.
He was charged with refusing to pay hire, and
with behaving in a disorderly manner.

On the first charge His Worship ordered the
defendant to pay the risha coolie 20 cents'
compensation, and on the second, imposed a fine
of \$5.

SEALING A TYPEWRITER.

While the secretary of the Oriental
Construction Company was away at Canton,
one of the Company's clerks and another
European had a jollification in Hong-
kong. As funds would not hold out, however,
it appears that a consultation was held as to the
means of procuring more money, the result
being that the clerk decided to pawn the
Company's typewriter. The typewriter was
accordingly pawned by the second defendant,
and the \$50 advanced on it was soon spent.

When the Secretary of the Company returned
to Hongkong on Monday morning, he found
both typist and typewriter missing, and as a
result of subsequent inquiries, the two defend-
ants were arraigned on the charge of larceny.

After hearing the evidence His Worship sen-
tenced the first to three weeks' imprisonment
and discharged the second.

WEATHER REPORT.

The Hongkong Observatory yesterday issued
the following report:—
On the 6th at 12.25 p.m.—The barometer has
fallen over N. China, and risen slightly at most
of the other stations.
The depression, which may be slowly filling
up, appears to be almost stationary to the S. or
S.E. of Formosa.
The high pressure area remains central over
the continent to the North of the Yangtze.
N. and N.E. gales will continue in the
Formosa Channel and the N.E. part of the
China Sea.
Hongkong rainfall for the 24 hours ending
at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon
to-day is as follows:—
Hongkong & Neighbourhood { N. winds,
fresh; fair.
Formosa Channel { N.E. gales.
South coast of China between { N. winds,
Hongkong and Lamooka { strong.
South coast of China between { Same as No. 1.
Hongkong and Hainan.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE].

SHANGHAI RACES.

SECOND DAY.

SHANGHAI, November 6th.
To-day's racing was favoured with milder
weather and some sunshine. The attendance
was therefore large.

NORTHERN CUP, Tls. 250, 1 mile, 28 entries.
Mr. G. H. Potts' Heather King, 158, (Mr. Cumming) 1
Mr. Copenhagen's Compositum, 155, (Mr. Dalgleish) 2
Time 2 m. 31.2.5.

CHINA CUP, Tls. 250, griffins only, one mile,
2 entries.
Messrs. Channon and Robson's Mark Time, 158, (Mr. Burkill) 1
Mr. Marius' Angelus, 152, (Mr. Meyerink) 2
Time 2 m. 6.1.3.

SHANGHAI ST. LEGER, Tls. 250, for 1896
runners, 11 miles, 33 entries.
Mr. Buxley's Breckton, 157, (Mr. Hayes) 1
Mr. Buxley's Triumph Rose, 157, (Mr. Cox) 2
Mr. H. Morris' Heathfield, 152, (Mr. Burkill) 3
Won by a length. Time 3 m. 47.2.5.

PADJARA CUP, Tls. 250, griffins only, seven
furlongs, 39 entries.
Mr. G. H. Potts' Northern King, 152, (Mr. Burkill) 1
Mr. Quaker's Runic, 155, (Mr. Cumming) 2
Mr. John Peel's Bedale, 152, (Mr. Johnston) 3
Time 1 m. 18.3.5.

SHANGHAI STAKES, forest entry of Tls. 5,
Tls. 10 added, winner 70 per cent. 11 miles, 137
entries.
Mr. Robson's Lander, 158, (Mr. Burkill) 1
Mr. Marius' Angelus, 155, (Mr. Meyerink) 2
Mr. Quaker's Runic, 152, (Mr. Cumming) 3
Time 3 m. 16.1.5.

RACING STAKES, Tls. 250, for 1896 runners,
11 miles, 34 entries.
Mr. Morris' Heathfield, 160, (Mr. Burkill) 1
Messrs. Perforce and Elphinstone's Theat, 155, (Mr. Campbell) 2
Mr. Copenhagen's Compositum, 161, (Mr. Moller) 3
Time 2 m. 11.4.5.

LLAMA MIAO STAKES, Tls. 250, 11 miles, 24
entries.
Mr. Dugor's White Blaze, 155, (Mr. Oughton) 1
Mr. Fas Comanche, 158, (Mr. Moller) 2
Mr. Nephew's Minheimer, 152, (Mr. Hayes) 3
Time 3 m. 51.4.5.

SVCEE STAKES, Tls. 250, griffins only, 11
miles, 49 entries.
Mr. Ashford's Moriack, 155 (Mr. Dalgleish) 1
Mr. Quaker's Runic, 152, (Mr. Cumming) 2
Mr. Ring's Ills, 155, (Mr. Vids) 3
Time 2 m. 14.1.5.

SICCAMEE PLATE, Tls. 250, 11 miles, 34
entries.
Mr. John Peel's Ard Patrick, 155, (Mr. Johnston) 1
Mr. Quaker's Runic, 161, (Mr. Meyerink) 2
Mr. Quaker's Runic, 158, (Mr. Cumming) 3
Time 2 m. 43.4.5.

[REUTERS SERVICE.]

THE STORM IN THE RIVIERA.

London, November 4th.
A great storm, accompanied by a tidal
wave, has done much damage in the Riviera.
Nine torpedoes have been wrecked at
Toulon, and the shipping has suffered
severely.

THE BOROUGH ELECTIONS.

London, November 4th.
The elections for the Borough Councils
in England show a sweeping victory for the
Moderates. In London the Progressives and
Labourites were everywhere routed.

NORTH POLE EXPLORATION.

London, November 4th.
Advices received at Hopedale, Labrador,
state that the explorer Peary is returning,
after having reached 87.6 deg. the furthest
north yet achieved.

THE GOVERNORSHIP OF NEW
YORK.

London, November 4th.
The campaign for the Governorship of
New York surpasses all previous elections
for passion and vehemence.
President Roosevelt, being unable to
personally participate in the [election for]
Governorship of New York, has commis-
sioned Mr. Root to declare that the election
of Mr. Hearst will injure and discredit
honest labour and honest capital. Mr.
Root denounced Mr. Hearst as a deliberate
demagogue, an exploiter of sensationalism,
an apologist for the murderer of President
McKinley, and an upholder of useless
discontent. After Mr. Root's speech, the
betting on Wall Street in favour of Mr.
Hughes, advanced to 4 to 1.

LATEST STEAMER MOVEMENTS.

The M.M. str. *Ernest Simons*, with the next
French mail, left Singapore on Monday, the
5th inst, at 4 p.m. for this port via Saigon.
The J.-C. str. *Tymahs* left Macassar
for this port on the 6th inst, and may be ex-
pected here on or about the 13th inst.
The str. *Lightning*, from Calcutta, left Singa-
pore on the 6th inst, a.m. and may be expected
here on or about the 11th inst.
The P. & O. str. *Peshawar* left Singapore for
this port on the 6th inst, at 10 a.m.

MARINE COURT.

BURNING OF THE S. S. "HANKOW".

A court of inquiry to investigate the circumstances connected with the burning of the British steamship *Hankow* sat at the Marine Court yesterday. The inquiry was held at the request of Captain Branch, master of the *Hankow*. The court had for its members—Lieut. C. W. Beckwith, R.N., stipendiary magistrate; Lieut. H. Butterworth, R.N.S. *Taney*; Mr. Edward Beetham, master of the British steamship *Empress of India*; Mr. Colin Hannab, British steamship *Suez*; and Mr. G. J. Matlock, master of the British steamship *London*.

The letter from Captain Branch calling for the inquiry and the authority from H.E. the Governor to enquire into the matter were read. The President said he proposed as the venue from Canton was convenient that the court should make searching inquiry, first, into the conduct of the officers after the fire was reported, secondly, into the fire arrangements of the *Hankow*, thirdly, into the nature of the cargo on river steamers, and, fourthly, into the general fire arrangements of river steamers with a view to making suggestions thereon.

Captain Branch, the first witness, having described the voyage from Canton on the night of the 15th October, said that after making fast at the wharf about ten minutes past three, the two watchmen came running after the startled alleyway and reported that there was a fire aft. To the chief officer he remarked, "Come along, let's see what's the matter." They took two fire buckets with them; and, on going aft, found the Chinese passengers crowding the gangway, both on the upper and lower decks. Arriving on the main deck he saw the fire coming up from the midst of a pile of matting—both flames and smoke. He ordered the chief officer to couple up the steam hose situated on the engine room casing. Witness remained below with the watchman and endeavored to pull some of the matting down to get at the fire. Meanwhile the fire was spreading rapidly and he ordered the watchmen to remain there and regulate the passengers and get them ashore quickly. This was at the main deck entrance. Seeing the rapidly with which the fire was spreading, witness went on the upper deck to get the hose down quickly.

On the main deck he met the chief officer who reported that the engineers had been driven out of the engine room by the smoke and were unable to start the steam pump. Witness told him to couple up the after main pump, and noting the chief engineer emerging from the engine room, he asked him if it were possible to give them steam for pressure. The latter replied that it was impossible because no one could go near the engine room. Witness saw two lady passengers forward. They were very frightened. He went up to them and they asked if there was any danger. He told them there was not and that they should return to the ship, he noticed that nearly all the first class Chinese passengers had left the ship. On getting down to the fire, he found the flames had spread so rapidly that the whole of the upper deck was on fire, shutting off the approaches to the women's quarters on either side. The gangway was blocked with Chinese and he endeavored to hasten their going ashore and prevent undue panic. Witness could not get ashore for the crash there and had to go on the upper deck, satisfying himself on the way that there were no passengers in the saloon. The fire had penetrated as far as the ladies' saloon on the upper deck and finding it was hopeless to remain on deck he forced his way ashore. He returned immediately in the hope of saving his papers but without success.

By the Court—How many passengers do you think went ashore on the arrival of the vessel and before the fire was reported?—About 100 or 200.

Is it customary for the passengers to remain on board?—Yes. Witness added that there was a constant stream of Chinese passengers using the three gangways from the time they made fast.

What was your first arrangement when alongside the pier? How many pumps do you use?—It depends on the steam. There will always be sufficient to get pressure through the hose to cope with any ordinary fire, assisted by Coss's pumps with lengths of hose sufficient to reach any part of the ship.

Do you ever consider it necessary to exercise your crew at fire stations?—No; it has never been done.

Have you any printed fire instructions in any conspicuous place on the vessel?—None.

How do you expect your crew or officers to have any intelligent co-operation in the event of fire?—We carry a Chinese crew of 14. They are constantly changing, and we have strange hands on every trip. It would be extremely difficult to train men. In this instance they all left the ship in a body.

Surely you carry officers who do not change?—The second officers are changing every two or three months. Sometimes they only remain a week, being transferred to outside steamers.

The Harbour Master—I see the difficulty. But surely it would be possible to have 15 minutes practice a week.

But what do you say to the question as to obtaining intelligent co-operation?—The officers are constantly in touch with the crew who are accustomed to use the hose.

And you think they would have sufficient co-operation to deal with a fire?—Yes.

Was it possible for any steamway to get on the top of the matting unscathed and by carelessness cause this fire?—Yes.

By Captain Beetham—When you sent for the hose did it ever arrive?—No.

How many steam connections could you get in the event of fire?—We could couple up three connections.

What became of your Chinese crew?—I did not see them again till after the fire.

Do you think if the Chinese had been drilled at fire stations as is customary in deep water ships that they would have been of any assistance to you in this particular instance?—I don't think they would.

By the Court—Do you think if there was a bugle sounded for them to fall in and they know they would be dismissed if they did not, do you think that would have any effect?—No.

By Lieut. Butterworth—Suppose you had a fire alarm and the crew understood they would be dismissed if they did not fall in, would they have done so?—No; in this instance I don't think they would.

Captain Matlock—Don't you think it would be advisable with passengers on board to keep your fire drills running until they had left the ship?—No, I could not think of it. The last of life was caused by the passengers hanging on to their luggage. If they had left their luggage and a life would have been lost.

H. W. Hobbs, chief officer, said he was talking to the captain at the forward gangway on the saloon deck when the fire was reported. Both the captain and he ran aft to see where the fire was, and when they arrived at the after end of the main deck where the matting was stowed, he saw the flames from the matting, about eighteen inches from the upper deck. The captain told him to couple up the fire hose. He ran for the key and made arrangements to get steam. Meeting the engineer, he followed him down to the engine room with the intention of using the fire hose which was situated on the outside of the engine room casing on the lower deck. On opening the engine room door a vast quantity of dense smoke rushed through. He then made his way with the hose to the small pump on the after end of the saloon deck. On his way along the saloon deck he met a Chinese sailor whom he took with him to help with the hose, but on reaching the after part of the Chinese first-class saloon they could get no further owing to the heat and flames. From there he went forward to the first-class saloon to see if he could render assistance to any passengers still on board. Finding no one there and realizing it was hopeless to remain on board he went on the wharf to assist with the hose. There were no printed fire instructions on board the ship.

By the Court—How do you expect to get any intelligent co-operation with the remainder of your crew if you have no fire routine?—I should expect to direct the operations myself. The men are always changing. There are never the same people there from one week's end to another.

Have you any stations marked out for standing on ship in a case of fire or otherwise at sea?—No.

Lieut. Butterworth—Where all gangways made available for the use of the Chinese passengers and if so about how long after the fire was first reported?—The gangways were all in position about five minutes before the fire.

Could all the Chinese passengers use the first class gangway?—Only the first class Chinese passengers could use the forward gangway. The lower deck passengers could not.

By the Court—No body was there to say "you shall not see this gangway."

Walter Reynold, second mate of the *Hankow*, said he was going to his room when the fire was discovered. He noticed something unusual in his room and on going out "put" the first officer who was trying to couple up the fire hose. This was about three o'clock in the morning. Witness corroborated as to the position of the fire and stated that after looking at the first class saloon to see if any passengers needed assistance, he proceeded to his room to get his papers but found it impossible to enter. Afterwards he went on to the wharf to assist with the hose. Witness was asked similar questions as to fire arrangements on board the *Hankow*, and said he had seen a printed list on the ship but could not remember where.

By the Court—Are there special precautions for the stowing of matting on the passenger deck?—As far as possible we try to stack it up to prevent passengers getting at it.

Captain Beetham—What boat did this list appoint you to?—I think it was number three.

Captain Beetham—The list was not of much use.

J. D. Christie, chief engineer of the *Hankow*, said he came out with her in 1874 and rejoined her in 1883. They stopped stoking 20 minutes before reaching the wharf and allowed the fires to die out. That would permit them to have sufficient pressure on the fire mains. At 3.30 he could give forty pounds of pressure through each of the three nozzles. The electric lights were switched off about fifteen or twenty minutes after making fast, because that was long enough to enable the passengers who wished to leave the ship to get off. Asked similar questions as to fire arrangements on board, witness replied that they had no fire drill. With regard to co-operation between the engine room and the deck steam was always available for pressure. When there were no fires lighted the hand pumps were used.

How would you receive a message?—There is a speaking tube from the bridge but the messages are usually sent by messenger.

What happened when you went down to connect the fire mains?—I was nearly overcome with smoke and had to return back. I told the captain it was impossible to start the pump.

By Captain Beetham—The firemen had been there a long time. Some of them make the ship their home.

They know everything about the ship?—Yes.

Did they help you at all?—Yes, but the thing happened so quickly that little could be done.

The Court then adjourned for fifteen minutes.

On resuming,

Robert Thornburn, second engineer on board the *Hankow*, was called. He said he had been eighteen months on the ship. He was in the engine room when the fire alarm was given and he acted on the order of the first engineer to switch on the electric light but the smoke and flames made it impossible to enter the dynamo room. He escaped through the stoke hole to the upper deck and went on shore, the ship being in flames. He assisted the firemen on the wharf with the hose. Witness stated there were no fire stations on board, neither had he seen any fire drill.

Thomas Nesbitt, third engineer, said he had been on the *Hankow* about three years. He was in his bunk when he was awakened by an unusual noise, and, on going out, learned that the first had broken out. This was about three o'clock. He returned to his room to save his papers, but the second mate told him it was impossible. The whole of the ship was on fire and he made his way to the wharf.

Do you know of any fire arrangements?—Yes, there are discharges below.

As long as there is steam up?—Yes.

Have you ever seen a printed list which would convert you to what boat you would go to in the event of the ship being abandoned?—Not on that ship.

Captain Branch, recalled, said there were no printed list on board the *Hankow*. He thought the second officer, who said there was, had confused the *Hankow* with some other ship. There was nothing unusual in carrying store bread or matting on the passenger deck. He had been done for years. There was no special precaution in carrying such matting except to stack it up and prevent passengers getting on top of it.

Captain Matlock—Have you any idea how the fire started?—No.

As far as you know there was only one fire?—Yes.

Lieut. Butterworth—Is smoking allowed on that deck on which the matting is carried?—It is impossible to prevent it.

The finding of the Court was, after a brief deliberation, read as follows: We find that the British steamship *Hankow*, of which Benjamin Branch is the master, left Canton on the 13th of October at 6 p.m. and after an uneventful passage made fast to her proper pier. The *Hankow's* cargo consisted of raw silk and straw matting. The straw matting was stowed amidships on the passenger deck. The *Hankow* carried on this trip 7 Europeans as passengers, 350 Chinese and 61 crew. That at 3 a.m. the ship was made fast alongside her pier and that certain passengers went on shore, although the greater part of them were remaining on board as is customary, until daylight. That at 3.7 a.m. the alarm was first given of fire amongst some straw matting stowed aft on the passenger deck. Strenuous efforts were then made by the master and officers to get at it and put it out, using buckets pending the arrival of the fire hose driven off the main boiler but without success owing to the tremendous amount of smoke which found its way into the engine room making it impossible for any one to remain down there. That the vessel was well found in fire appliances, pumps etc., which were constantly exercised for washing decks. That the master and officers did all in their power to save life and property but owing to the rapidity of the fire and the fierceness of the flames without much success. That the fire brigades turned out smartly and rendered every assistance supported by a naval pump under Lieut. Anderson of H.M.S. *Flores*. That the court, of strong opinion, as a precautionary measure, that all cargoes of light towage such as straw braid or matting, when carried should be stowed under hatches or blocked off or screened off in such a way as to be impossible of access by any passengers. Also we consider that the ordinary fire arrangements and boat stations should be hung up on a printed form in some conspicuous part of each vessel in these river steamers and the fire arrangements should be exercised and logged once a week, so that in the event of fire some successful effort might be made to cope with it on board. This, in the opinion of the Court, can only be done by constant practice with the crew and would take some fifteen minutes weekly if properly organized. We deplore and regret the immense amount of life lost, but after searching inquiry we consider that everything was done that could be done to save life by the master and officers under the circumstances. Therefore the Court absolves the master and officers from all blame.

NATIONALIZING KOREAN RAILWAYS.

The terms on which the State is to take over the Korean railways which are not yet in its possession have now been fixed. These lines are the Seoul-Pusan and the Seoul-Winnan lines. The Japanese Mail. In the case of the former road there is no schedule of profits which can be taken as a basis for determining the purchase price. Therefore the method pursued has been to assume 6 per cent as a fair return on the capital invested (15 million yen) and to multiply this by 20, so that the purchase price becomes 12 million yen. In the case of the Seoul-Chungju line, the method of calculation has been the same as that adopted with regard to railways in Japan proper, namely, to multiply the average net profit by 20. There results a figure of 4,623,352 yen, so that the Treasury's total outlay will be nominally 22,023,352 yen. But from the price of the Seoul-Chungju line there have to be subtracted two items, namely, the sum obtained by the Government originally to obtain possession of the line, which was then in the hands of American capitalists, and the cost of bridging the Myungye River, which work was done officially. Making these corrections, the total to be actually paid over will be 2,016,392 yen. This means that for each share (30 yen paid up) the holder will receive 30.30 yen (namely, 40 yen minus an expense of 70 yen in connection with winding up the companies).

SIR CHARLES DUDGEON.

Over a hundred members of the China Association and their guests attended the far well dinner to Sir Charles Dudgeon at the Shanghai Club. The *N.C. Daily News* refers to the home-going gentleman as the most conspicuous and respected citizen for some years past. He has achieved distinction in all directions during his thirty years at Shanghai. Sir Charles Dudgeon came to the Far East in 1876 at the age of twenty-one, and was for long connected with the firm of Herbert & Co. He has done much to promote the welfare of Chinese merchants, and was chairman of the Chamber of Commerce and of the Shanghai branch of the China Association, and his opinions were always regarded as weighty. Our contemporary says: "The recent reorganization of the China Association at Home in part as it has been the work of Mr. Dudgeon, has been also in large measure due to the pamphlet from Shanghai, and it is no secret that Sir Charles Dudgeon has been of infusing yet more energy into the body which alone can claim to represent with any degree of force the united voice of British trading interests in this part of the world." With all his concern for British interests, Sir Charles Dudgeon has been and is a good friend to the Chinese. He took a prominent part in drawing up the lines for a commercial treaty as indicated in the *Shanghai Times*. In other ways Sir Charles has shown his desire to improve Anglo-Chinese friendship, notably as chairman of the Executive Committee of the International Institute, now after long years of patient labour, beginning to exercise an influence in the land.

SHANGHAI DOCK AND ENGINEERING CO., LIMITED.

EXTRAORDINARY GENERAL MEETING. An extraordinary general meeting of this company was held on Nov. 1st for the purpose of considering a proposal which had been made by thirty-eight shareholders for the formation of a Wharf and Godown Company to acquire the Old Dock property and part of the property between the Cosmopolitan and International Docks.

Mr. E. Jenner Hodge proposed that the Directors be authorized to accept the offer of property to a new company to be styled "The Wharf and Godown Company, Limited," for the consideration that each shareholder in the Shanghai Dock and Engineering Company, Ltd., receive one fully paid-up share of the value of Tls. 25 in such new company for each share held by him in the Shanghai Dock and Engineering Company, Ltd.

The resolution was seconded. Mr. E. E. Taylor, the promoters of the scheme, said he submitted to you today have been informed that the wording of the resolution, as read to you, does not sufficiently safeguard the interests of the shareholders in the Dock Company; and as it has been taken in hand for your benefit, they have had it amended by a lawyer, and have deputed me to move it, as amended, in the form of an amendment to the original resolution. I therefore beg leave to propose the following amendment:—

That resolution No. 1 shall read: "That the Directors be and they are hereby authorized to dispose of the property known as the Old Dock situated in Hongkong and of part of the property situated between the Cosmopolitan and International Docks as lately advertised in the Public Press to a limited company to be incorporated under the Hongkong Ordinances with a capital of Tls. 1,750,000 in shares of Tls. 25 each and having for its principal object the construction of wharves and of godowns on the property to be sold, and the carrying on of the business of wharfingers, and that the consideration for such sale shall be the sum of Tls. 1,350,000 to be satisfied by the allotment to this Company of their nominal value of 55,200 fully paid-up shares in the capital of such proposed new Company."

I may mention here that the second resolution regarding the reduction of capital will not be moved, as we are advised that it is unnecessary and premature at this stage. It concerns a matter which may be left to the Directors, and which it would not be convenient to deal with until the arrangements with the new Company are satisfactorily completed. Before saying anything regarding the amended resolution, I wish to correct certain misconceptions; I might almost call them wilful mis-statements, which have been current lately. It has been said that the scheme now to be proposed has been invented by certain speculators for the purpose of influencing the market, that it is not intended to materialize, that if it does materialize it will not pay; and that even if it pays you can expect no return for at least four years. Every one of these statements is untrue. The scheme owes its inception to Mr. A. M. Marshall, and has been elaborated by him in consultation with some of the most business men in the place. Since his election to the Board, Mr. Marshall has been very active in our interests, and as his own business has made him aware of the pressing need for more facilities for the discharge and storage of cargo, he has conceived the idea of benefiting the shareholders of this Company by showing them how they can make a profit by supplying that need. If you pass the resolution, the scheme will be carried out, and I shall shortly lay before you figures showing that there need be no fear of failure. Above all things I wish to make it clear that this is an honest scheme. Past experience may have made you a little shy of "delicate offers" and the like, but I beg to assure you that this scheme has been taken in hand with the object of benefiting the shareholders of the Dock Company and that no one else will make anything out of it. There is another point I wish to touch on. The letter signed by thirty-eight shareholders was a preliminary proposal intended for the information of the Directors, specifying the business to be transacted at this meeting, as required by paragraph 43 of the Articles of Association. It was not intended to be circulated as an offer to the shareholders, nor to be considered as the definite form of a resolution to be submitted at this meeting. Since the letter was sent in, the promoters of the scheme have been hard at work considering ways and means. The first idea of offering alternatively cash or scrip has had to be abandoned, in order that the debenture money may be more easily raised. But you will understand that the scrip offered is of higher face value than any cash offer could have been under present circumstances. Now, Gentlemen, you are aware that we have certain valuable property that practically gives us no return. The passive policy of letting it alone with the idea that it would increase in value every year may have had something to be said for it in the past, but we consider that the time has come to do something of a more active nature. So much potential wealth must not be wasted, and it would be altogether unreasonable if one desire to develop our property in the most profitable way were to give rise to antagonism or to the impression that we wish to enter into

PHOTO SUPPLIES

DEVELOPING AND PRINTING FOR AMATEURS UNDERTAKEN.

ENLARGEMENT A SPECIALITY.

LONG HING & CO.

No. 17, QUEEN'S ROAD.

GUINNESS'S EXTRA STOUT.

"BOAR'S HEAD" BRAND.

UNSURPASSED FOR QUALITY AND CONDITION.

THE VERY FINEST PRODUCTION OF the Celebrated Brewery of Messrs. A. & J. GUINNESS & Co., Ltd., Dublin.

PER CASE 1 Doz. QTS.	\$12.00
PER DOZEN	2.00
PER CASE 8 Doz. Pts.	24.00
PER DOZEN	3.00
PER CASE 100 SPTS.	17.00
PER DOZEN	2.25

SOLE AGENTS:

H. PRICE & CO.

TELEPHONE No. 133.

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

THE

ROBINSON PIANO CO., LTD.

BUILD

THE MOST SERVICEABLE

PIANOS

FOR THIS CLIMATE.

THEY ARE

SOLIDLY CONSTRUCTED

AND ALL PARTS THOROUGHLY

SEASONED AT OUR FACTORY

HERE.

PRICES FROM \$390

CASH OR CREDIT.

HIRE FROM \$10 PER MONTH.

Hongkong, 22nd August, 1906.

[116]

will do so and will make the profits we ought to secure for ourselves. An argument against the scheme is that the shareholders will raise antagonism in certain quarters and alienate business from the Dock Company. This seems rather far-fetched, as the business of the Dock Company depends on a management which gives good work for reasonable prices and shows a proper energy in securing patronage. Moreover, by advertising the land for sale the Directors have shown that they recognize the advisability of disposing of it, and the use we propose to put it to is probably what any purchaser would do with it. Further, doubts are expressed as to whether the debenture money can be raised and about the payment of the interest. The answer is that inquiries have been made and that the Committee will be able to pay the interest out of the earnings and that we shall have ample funds to meet the interest before the time arrives. You must not be led away by the wild talk indulged in by interested parties who say that nothing can be earned for at least four years. The Old Dock property should be completely developed in twelve or at most fifteen months, and eighteen months will be sufficient to develop the property on the other side. I am told that we can begin to earn something before everything is completed. The objection that if we wait longer we shall get more for the land appears to me particularly futile. The result of offering the land for sale shows that the present offer is favourable, and it would be foolish to wait an indefinite period in the hope of getting an extra lakh or two when we can send up the value of the property immediately by the bargain. You must not forget that capital at 7 per cent doubles itself in about ten years, but there is no prospect of our land, if left undeveloped, increasing in value at that rate. I wish strongly to impress upon you that if you pass this resolution, you will supply authority for the proposed Committee to carry out the project if they find it feasible. Without your authority they can do nothing; for instance, they cannot make arrangements for placing the debentures. We pledge ourselves that at the Confirmatory Meeting the Committee will present a full report in which they will inform you whether the estimates of expenditure are within the mark, whether the profits expected are likely to be realized, and whether the debenture money can be raised without any difficulty. If you are not satisfied with the report, or if in the meantime a better offer has been received, you need not confirm our decision of today and you will have lost nothing. On the other hand, if you pass the resolution, you will obviously be in a much stronger position for dealing with any offer that may come along. There is some vague talk of expected offers, and you will make it clear that they must be better than Tls. 1,380,000. In other words you start competition which is healthy, and under any circumstances the report of the Committee will be an excellent advertisement, as it will show what can be done with your property. Gentlemen, we are passing through hard times. Our shares show a serious depreciation and our dividends have fallen. It is time we did something to help ourselves by

(Continued on page 5.)

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and should be sent to the Press Office, Daily Press, only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Codes A.B.C., 5th Ed. Loh's.

P.O. Box 33. Telephone No. 17.

NEW ADVERTISEMENTS

FOREMAN COMPOSITOR WANTED.

WANTED A Capable and Experienced COMPOSITOR to act as FOREMAN of the "Daily Press" Job Printing Department. A good knowledge of English and ability to make up Pages essential. Apply in first instance by letter with testimonials to—

MANAGER,
Daily Press,
Hongkong, 7th November, 1906. [2052]

C. DE M. C. VIEIRA-RIBEIRO,
Architect.

FAVOURED with instructions, will sell by PUBLIC AUCTION, TO-MORROW (THURSDAY), the 8th inst., at his SALER'S ROOM, at No. 94, Queen's Road Central, at 2.30 p.m., the side to be continued on SATURDAY, the 10th inst., at the same hour.

A GRAND AND VARIED COLLECTION OF JAPANESE CURIOUS AND GOODS SUITABLE FOR CHRISTMAS AND NEW YEAR'S SOUVENIRS. Consisting:—SATSUMA, CLOISONNE, MATSUZAKI, BIRNZE, IVORY and LACQUERED WARE, SILK EMBROIDERY, SCREENS, CUSHIONS, and TABLECOVERS, WALL HANGINGS, KAKEMONOS, CUTVELVET PICTURES, WATER COLOURS, FRAMES, PICTURES, &c. &c.

TERMS—As usual.

Catalogues will be issued and Goods shown on view.

Hongkong, 7th November, 1906. [2053]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS,"

Captain Bourdon, will be dispatched for the above Ports on or about MONDAY, 12th inst.

For Freight or Passage, apply to—

G. DE CHAMPEAUX,
Agent,
Hongkong, 7th November, 1906. [2054]

KOWLOON CRICKET CLUB.

GRAND PROMENADE CONCERT

TO BE GIVEN IN THE

KOWLOON CRICKET CLUB ENCLOSURE, Austin Road, Kowloon.

On SATURDAY,

10th NOVEMBER, at 9 P.M.

Admission 5s. Tickets to be obtained from MEMBERS or at the GATES.

BEST LOCAL TALENT SECURED.

Hongkong, 6th November, 1906. [2055]

HOPKINS BUTCHERY, SHANGHAI.

IS now prepared to supply its Patrons in Hongkong during the Winter Months with GAME, GAME PIECES, PORK PIES, BRAWNS, SAUSAGES, FRESH and CORNED BEEF.

Orders will be carefully and promptly attended.

Shanghai, 1st November, 1906. [2056]

THE

DIRECTORY AND CHRONICLE

FOR 1906.

Complete Edition \$10.00

Small 6.00

Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

INTIMATIONS

BANK HOLIDAY.

IN accordance with Government Notification No. 912 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on FRIDAY, the 9th November, the anniversary of the BIRTHDAY OF HIS MOST GRACIOUS MAJESTY KING EDWARD VII.

Hongkong, 6th November, 1906. [2046]

NOTICE.

THE Dressmaking and Millinery Establishment of MADAM JAY'S has been REMOVED to No. 14, DES VUEX ROAD. MADAM JAY'S are just opening PARIS MODEL HATS.

Hongkong, 6th November, 1906. [2048]

NOTICE.

IT IS HEREBY NOTIFIED that FIELD FIRING will be carried out in the vicinity of Customs Pass and She-pers Knoll, on the 9th, 7th and 8th inst.

T. SERCOMBE SMITH,
Colonial Secretary,
Hongkong, 5th November, 1906. [2047]

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION has been appointed to enquire into and report on the following matters, viz.—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the inquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,

W. BOWEN ROWLANDS,
Secretary,
Hongkong, 7th July, 1906. [1381]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.I. A.B.C. and Engineering Code Use.

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length..... 722 feet.

Length on Blocks..... 714 "

Width of Entrance on Top..... 963 "

Width of Entrance on Bottom..... 884 "

Water on Blocks at Spring Tide..... 344 "

DOCK No. 1.

Extreme Length..... 523 feet.

Length on Blocks..... 513 "

Width of Entrance on Top..... 88 "

Width of Entrance on Bottom..... 77 "

Water on Blocks at Spring Tide..... 58 "

DOCK No. 2.

Extreme Length..... 571 feet.

Length on Blocks..... 356 "

Width of Entrance on Top..... 66 "

Width of Entrance on Bottom..... 53 "

Water on Blocks at Spring Tide..... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000

TONS.

THE WORKS are well equipped with

LATEST PLANTS and APPLI-

ANCES to undertake the

REPAIRING SHIPS, ENGINES, and

BOILERS; and also ELECTRICAL

WORK.

A LARGE STOCK of MATERIAL is

always kept on hand.

The COMPANY has the powerful steamer

"OURA-MARU" (712 tons, 700 I.H.P.,

especially built for SALVAGE PURPOSES

equipped with necessary gear always ready

Short Notice. [1175]

NOTICES OF FIRMS

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

M. R. W. J. SAUNDERS has been Appointed ACTING SECRETARY of the above Company as from the 1st November, 1906, and until Mr. JAMES WHITFIELD's return to the Colony.

By Order of the Board of Directors,
E. W. MAITLAND,
Acting Secretary.

Hongkong, 1st November, 1906. [2016]

NOTICE.

WE have Established Ourselves To-day under the Firm Name
ULDERUP & SCHLUTER, Hongkong,
as GENERAL MERCHANTS and ENGINEERING Agents.

T. P. ULDERUP, C. SCHLUTER,
Office 1 & 2, Bonaville Arcade,
Hongkong, 15th October, 1906. [1919]

PUBLIC COMPANIES

CHINESE ENGINEERING & MINING COMPANY, LIMITED.

A FINAL DIVIDEND of One Shilling per Share free of tax for Account of the year ending 30th February, 1906, has been declared by the Directors of the above Company. Coupon No. 7, is payable on 2nd November at the CHINESE BANK OF INDIA, AUSTRALIA AND CHINA, and the RESERVE CHINESE BANK at Tientsin and Shanghai.

SHEWAN TOMES & CO.,
Agents.

Hongkong, 1st November, 1906. [2017]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 5637

for ONE HUNDRED SHARES

numbered 3791 to 3790 inclusive, Fully Paid-up, standing in the Register in the name of

JAMES DOUGLAS, CHIEF, of Hongkong,

having been LOST or Destroyed, NOTICE IS HEREBY GIVEN that unless the said

Certificate be produced at the Office of the Company, Alexandra Buildings, Des Vaux Road, Hongkong, before the 17th November, 1906, a New Certificate for the said shares will be issued and the old certificate will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 17th October, 1906. [1928]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

THE SHARE CERTIFICATE Nos. 1811433 for SIXTY SHARES

numbered 4637/4636 inclusive, Fully paid up, standing in the Register in the name of

JAMES DOUGLAS, CHIEF, of Hongkong,

having been LOST or Destroyed, NOTICE IS HEREBY GIVEN that unless the said

Certificate be produced at the Office of the Company, Queen's Buildings, Victoria, Hongkong, before the 30th November, 1906, a Duplicate Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as Null and Void.

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 31st October, 1906. [2007]

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

LOST.

THE SHARE CERTIFICATE No. 4630

for TWENTY-FIVE SHARES

numbered 130025 to 130050, Fully Paid-Up, standing in the Register in the name of

BENJAMIN ROBINSON, CHIEF, of Hongkong,

having been LOST or Destroyed, NOTICE IS HEREBY GIVEN that unless the said

Certificate be produced at the Office of the Company, before the 3rd December, 1906, a Duplicate Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as Null and Void.

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 3rd November, 1906. [2038]

EDUCATIONAL.

ENGLISH LADY desires Morning

Engagement. Usual English Subjects and Fluent French.

Apply—

"THE DAILY PRESS" Office,
Hongkong, 30th October, 1906. [1997]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation

by a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady.

Apply by letter to—

B. R.,
Care of Office of this Paper,
Hongkong, 15th August, 1906. [1577]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-MORROW (THURSDAY), the 8th November, 1906, at 12 o'clock, NOON, (FOR ACCOUNT OF THE CONCERNED),

The American Steamer "YRUNA" with all her Anchors, Chains and Appurtenances, &c., (to be sold on board).

As She now lies off the COSMOPOLITAN DOCKS.

PARTICULARS:—

Tonnage..... 1,805 3/4 gross.

Length..... 463 68 feet.

Beam..... 25 "

Depth..... 13 "

Speed..... 10 knots.

The Engine is one of the compound surface Condensing type, L.H.P. 430.

For further Particulars, apply to the Undersigned.

TERMS:—25% of the purchase money to be paid by the purchaser on the fall of the Hammer, and the balance to be at the purchaser's risk on the fall of the Hammer.

N.B.—A Steam Launch will leave Blake Pier at 11.30 a.m. on day of Sale to convey intending purchasers.

GEO. P. LAMBERT,
Auctioneer.

Hongkong, 26th October, 1906. [1983]

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE:

M. R. GEO. P. LAMBERT will offer for

Sale by Public Auction,

On MONDAY,

the 12th day of November, 1906, at 3 p.m., at

THE VALUABLE LEASEHOLD

PROPERTY,

Known as No. 11, LOWER LASCAR ROW

standing on the Piece or Parcel of Ground

registered in the Land Office as the

Remaining Portion of Section B of Island

Lot No. 70.

All that Messuage or Tenement known as

No. 11, LOWER LASCAR ROW standing

on all that Piece or Parcel of Ground, situated

in the Colony of Hongkong, and

Portion of Section B of Island Lot No. 70 held

for the residue of a term of 75 years and for a

further term of 24 years created therein by a

Crown Lease and Indenture of Extension of

Island Lot No. 70 respectively dated the 18th

day of July, 1845, and the 23rd day of

March, 1891. Subject to the payment of the

due proportion of the annual Crown Rent and to

the observance and performance of the Covenants

and Conditions contained in the said

Crown Lease and Indenture of Extension so

far as they relate to the said premises.

Monthly rental \$50.00 exclusive of taxes.

For further Particulars and Conditions of

Sale, apply to

Messrs. BRUTTON & HETT,
Solicitors for the Vendor,

and to

Mr. GEO. P. LAMBERT,
Auctioneer.

Hongkong, 25th October, 1906. [1974]

FOR SALE

FOR SALE.

3 WOODEN LIGHTERS,

Length..... 89' 0"

Breadth..... 24' 0"

Depth..... 9' 6"

Capacity..... 320 tons.

Complete for delivery within 5 weeks from

this date.

Plan, Specification and Particulars from

C. E. WARREN & Co.,

30, Des Vaux Road, Central, and

HOOD CHEONG WO & Co.,

51 & 52, Connaught Road, Central.

Hongkong, 6th November, 1906. [2019]

FOR SALE OR HIRE.

STEAM LAUNCH 14 Tons Registered

62 feet long, in Very Good Condition.

Apply to—

CARTLWITZ & Co.,
Hongkong, 2nd November, 1906. [2027]

FOR SALE, CHEAP.

ONE Set TRIPLE EXPANSION

ENGINES with Shafting and Propeller

Complete in Good Order and Condition.

Cylinders 27", 37" and 60" Stroke, 3 ft. 3 ins.

Builders: MUIR and HOBSON, Glasgow.

For all Particulars and Price, apply to—

WILKS & JACK,
Consulting Engineers,
Victoria Buildings, Hongkong.

Hongkong, 26th October, 1906. [1975]

BANKS

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED..... Yen 24,000,000

CAPITAL PAID-UP..... " 21,000,000

CAPITAL UNPAID..... " 3,000,000

RESERVE FUND..... " 13,700,000

HEAD OFFICE—YOKOHAMA.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NILE Capt. E. P. Martin, R.N.R.	About 7th November	Freight and Passage.
YOKOHAMA via SHANGHAI, FORMOSA and KOBE	DEVANHA Capt. B. W. H. Snow	About 9th November	Freight and Passage.
SHANGHAI	DEVANHA Capt. T. H. Hild, R.N.R.	About 16th November	Freight and Passage.
LONDON, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	DELTA Capt. G. L. (Sailed)	Nov. 17th	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 5th November, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
AMOI, MANILA, Cebu and LYOLO...	"KALFONG"	On 8th November.
SHANGHAI	"KUKIANG"	On 9th November.
TIENTSIN	"KUEICHO"	On 10th November.
MANILA, ZAMBOANGA, PORT DAWID, THURSDAY ISLAND, COOK TOWN, CALENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 12th November.
MANILA	"TEAN"	On 14th November.
KOBE	"TSINAN"	On 14th November.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

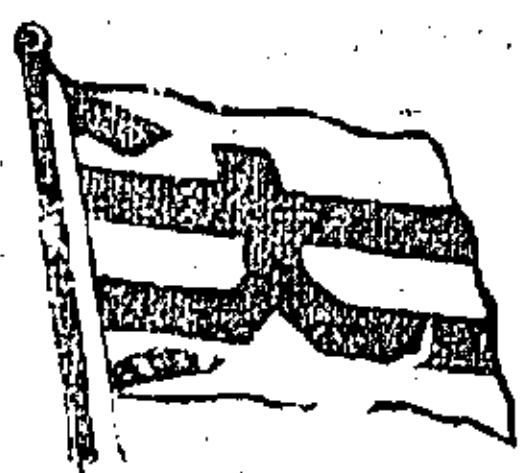
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th November, 1906.

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OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S SR.	LEAVING
* TAMSUI via SWATOW AND AMOI	"MASAN MARU" Capt. I. SAKURAI	SUNDAY, 11th Nov., at DAYLIGHT.
* ANPING via SWATOW AND AMOI	"FUKUSHU MARU" Capt. S. Ito	WEDNESDAY, 14th Nov., at DAYLIGHT.
SWATOW, AMOI AND POOCHOW	"QUARTA" Capt. H. MADSEN	FRIDAY, 9th Nov., at DAYLIGHT.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 7th November, 1906.

T. ARIMA, Manager.

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PASSENGER SEASON 1907.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

MARSEILLES AND LONDON.
via COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON,

ON

SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 30TH APRIL AND LONDON ON
THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF
SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL
WILL MAKE A FAST RUN TO MARSEILLES AND LONDON.
THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE
COMPLETED IN 25 DAYS AND TO LONDON IN 35 DAYS

FARES:

To MARSEILLES—£61 First and £42 Second SALOON,
To LONDON—£65 First and £44 Second SALOON.

For Further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 11th October, 1906.

[1899]

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGETAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PRINCESS ALICE	WEDNESDAY ... 7th November
ROON	WEDNESDAY ... 21st November
BUELOW	WEDNESDAY ... 5th December
PRINZ REGENT LUITPOLD	WEDNESDAY ... 19th December
PRINZ EITEL FRIEDRICH	WEDNESDAY ... 2nd January
SEYDLITZ	WEDNESDAY ... 16th January
PRINZ HEINRICH	WEDNESDAY ... 30th January
NEISENAU	WEDNESDAY ... 13th February
PREUSSEN	WEDNESDAY ... 27th February

ON WEDNESDAY, the 7th day of NOVEMBER, 1906, at Noon, the Steamship
"PRINCESS ALICE," Captain Ch. Polack, with MALES, PASSENGERS, SPECIE
AND CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.Shipping Orders will be granted till Noon, on MONDAY, the 5th Nov. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 6th Nov. and Parcel
will be received at the Agency's Office until Noon, on TUESDAY, the 6th Nov.Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Foot Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA OR GIBRALTAR	£61 0 0	£42 0 0	£22 0 0
return	91 0 0	63 0 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	65 0 0	44 0 0	24 0 0
return	97 0 0	66 0 0	36 0 0

TO NEW YORK VIA SUEZ	1st Class	2nd Class	3rd Class
return	64 0 0	44 0 0	26 0 0
VIA NAPLES, GENOA OR GIBRALTAR	115 0 0	79 0 0	42 0 0
return	68 0 0	46 0 0	27 0 0
VIA BREMEN OR SOUTHAMPTON,	123 0 0	83 0 0	43 0 0
return			

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers'
expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co., from
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERCEPTION OF THE VOYAGE IN EGYPT:

Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE. via NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATULI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER	SAILING DATES
WILLEHAD	... 4763 tons ... TUESDAY, 13th Nov.
PRINZ SIGISMUND	... 3302 tons ... TUESDAY, 11th Dec.
SANDAKAN	... 1793 tons ... TUESDAY, 8th Jan.

ON TUESDAY, the 13th NOVEMBER, at Noon, the Steamship "WILLEHAD,"
Captain Obenaumer, with Mails, Passengers and Cargo, will leave this port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

To	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.-	\$30.-	\$20.-	return	\$80.-
TO NEW GUINEA	425.-	£18.10	£14.00	return	£24.-
TO BRISBANE	425.-	£23.-	£14.-	return	£24.-
TO SYDNEY	425.-	£23.-	£15.-	return	£25.10
TO MELBOURNE	425.10	£24.10	£16.-	return	£25.10
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	return	\$170.00
TO KOBE	\$95.00	\$70.00	\$50.00	return	\$170.00
TO YOKOHAMA and back from KOBE					
to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer £97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA ... 96. 0. 0.
From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San
Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "BUELOW"	... Wednesday, 7th Nov.
KOBE & YOKOHAMA	... Wednesday, 21st Nov.
SHANGHAI, NAGASAKI, "PRINZ REGENT LUITPOLD"	... Wednesday, 21st Nov.
KOBE & YOKOHAMA	... Wednesday, 21st Nov.
* YOKOHAMA and KOBE, "PRINZ SIGISMUND"	... Wednesday, 21st Nov.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co's steamers, P.M.S.S. Co., O. & S.S. Co.,
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates:—

To London via Plymouth or Southampton	1st Class
To Bremen	462. 0. 0.
To Paris via Cherbourg	63. 10. 0.
To Naples, Genoa via Gibraltar	65. 0. 0.
	65. 0. 0.

Passage money payable in local currency at current sight Bank rate of Exchange on the
day of payment.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

[5]

PASSENGER SEASON 1907.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

"PRINCESS ALICE" 10,911, ON MARCH 13TH.

CAPT. CH. POLACK.

"PRINZ LUDWIG" 10,500, ON MARCH 27TH.

CAPT. J. VON LINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND
SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELCHERS & CO.,

AGENTS.

Hongkong, 12th October, 1906.

[1905]

CANADIAN PACIFIC RAILWAY. COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 DAYS ACROSS THE PACIFIC IS THE "EMPERESS LINE." Saving 3 to 10 days' Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.
18 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	(Subject to Alteration).	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF INDIA"	6,000	THURSDAY, 22nd Nov.	...	...	10th Dec.
"ATHENIAN"	3,882	WEDNESDAY, 25th Nov.	...	...	22nd Dec.
"EMPERESS OF JAPAN"	6,000	THURSDAY, 29th Dec.	...	...	7th Jan.
"MONTEAGLE"	6,163	WEDNESDAY, 26th Dec.	...	...	19th Jan.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.
Intermediate Steamers at 12 Noon.THE SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) and
YOKOHAMA and VICTORIA, B.C. Companies, at VANCOUVER with a Special Mail
Express, and at Quebec with the Company's NEW "PALATIAL" EMPERESS Steamships
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA
and 29 days from HONGKONG.Hongkong to London, 1st Class, via St. Lawrence 499; via New York 632.
Intermediate on Steamers ... 419 ... 442.R.M.S. "MONTEAGLE," "TACTAR" and "ATHENIAN" carry intermediate
passengers only, at Intermediate rates, affording superior accommodation for that class.Passengers booked through to all parts of AROUND THE WORLD
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officers in the Service of China
and Japan Governments.For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent,
Corner Pender Street and Praya opposite Blake Pier.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAVA	Second half of November	JAPAN via SHANGHAI	Second half of November
TJILIWONG	JAPAN	Second half of November	JAVA PORTS	Second half of November
TJILATJAP	JAPAN	Second half of November	JAVA PORTS	First half of December
TJIBODAS	JAPAN	Second half of November	JAVA PORTS	First half of December
TJIPANAS	JAVA	First half of December	JAPAN via SHANGHAI	First half of December

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 2th October, 1906.

Telephone No. 375.

[16]

BOVRIL

Supplies Energy.

Bovril gives Strength to Resist
Disease and greatly aids
recovery from exhausting
illness."SHIRE" LINE OF STEAMERS.
FOR LONDON AND ANTWERP.

THE Steamship

"MERIONETHSHIRE"
Will be despatched for the above Ports on or
about the 16th November, and will be followed
by the Steamship

"FLINTSHIRE,"

On or about the 30th November.
For Freight and Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 17th October, 1906.

[1884]

DAMPFSCHIFFS-RHEDEREI "UNION"
ACTIEN-GESELLSCHAFT.

FOR NEW YORK.

(With Liberty to Call at the Malabar Co. St.)

THE Steamship

"VERONA."

Captain Dobronz will be despatched for the
above Port on or about MONDAY, the 17th
December.

For Freight, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 5th November, 1906.

[2043]

Cunliffe, The Pioneer Experts
in Premium Bonds.Russell & Co.
10 & 12, Place de la Bourse,
PARIS.SECURITIES issued by PARIS
European Gov'ts and
Municipalities offering
prospective immense returns. PAMPHLETSTo be purchased for cash or on the
"Times" system of monthly payments.CUNLIFFE, RUSSELL & CO., being the oldest estab-
lished firm of dealers in Premium Bonds in the
world, offer advantages absolutely un-
obtainable elsewhere. Bonds guaranteed
exceptional facilities for payment. Number
checked after every Drawing. Results of Draw-
ings in English. Holders of drawn Bonds ad-
vised at once. Prizes collected free of charge.
Bonds purchased "at sight." Loans granted
on Premium Bonds. Services continue until
last Bond drawn. All transactions confidential.

[1556]

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.



SPECIAL BLEND WHISKY.

SHIPPERS
Cutler, Palmer & Co., London.AGENTS
SIEMSEN & CO.,
HONGKONG.

[408]

KEATING'S
LOZENGES
EASILY CURE
THE WORST COUGH.

One gives relief. An increasing sale
of over 20 years is a certain test of
their value. Sold in bottles everywhere.

[69]

